

SPORTY'S ELECTRONIC FLIGHT INSTRUCTOR REFRESHER COURSE (EFIRC) PRACTICE EXAM (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. What is the aim of ground reference maneuvers in flight training?**
 - A. To enhance knowledge of air traffic regulations
 - B. To teach pilots how to maintain control of the aircraft relative to the ground
 - C. To prepare pilots for night flying conditions
 - D. To ensure pilots can perform advanced aerobatic maneuvers
- 2. What are the typical dimensions of Temporary Flight Restrictions (TFRs) around stadiums during qualifying events in the U.S.?**
 - A. 5NM and 2,500' AGL
 - B. 3NM and 3,000' AGL
 - C. 4NM and 2,000' AGL
 - D. 2NM and 5,000' AGL
- 3. What is the recommended structure for the flight portions of an instrument proficiency check (IPC)?**
 - A. A short IFR cross-country to simulate a normal IFR flight structure
 - B. A long VFR flight to ensure basic navigation skills
 - C. A series of simulated emergency procedures
 - D. A day flight followed by a night flight to assess different conditions
- 4. Describe the "Socratic questioning" technique in flight education.**
 - A. Using lectures to convey information clearly
 - B. Promoting critical thinking through guided questions
 - C. Implementing strict rules for student behavior
 - D. Limiting student participation in discussions
- 5. What should advanced clients be taught regarding the center of pressure?**
 - A. It is always in front of the center of gravity
 - B. It shifts back at increased angles of attack
 - C. It remains behind the center of gravity at all times
 - D. It does not affect the stability of the aircraft

6. 14 CFR Part ____ covers the issuance of a Remote Pilot certificate with a Small Unmanned Aircraft Systems rating?
- A. 101
 - B. 103
 - C. 107
 - D. 109
7. Warning areas, military operations areas (MOAs), alert areas, and controlled firing areas (CFAs) are classified as:
- A. Regulatory airspace
 - B. Non-regulatory special use airspace
 - C. Protected airspace
 - D. Controlled airspace
8. Which checklist aids in recognizing personal fitness for flying?
- A. ABC Checklist
 - B. IM SAFE Checklist
 - C. PAVE Checklist
 - D. HRN Checklist
9. Why is understanding "air traffic control procedures" vital for flight instructors?
- A. To teach students effective communication with ATC
 - B. To ensure instructors can bypass ATC instructions
 - C. To focus exclusively on navigation skills
 - D. To reduce radio communication during flights
10. Why is maintaining a safety margin important in aviation?
- A. To allow for fuel conservation
 - B. To provide a buffer for recovery from unanticipated issues
 - C. To enhance the aircraft's performance
 - D. To ensure compliance with regulations

Answers

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1. B
2. B
3. A
4. B
5. C
6. C
7. B
8. B
9. A
10. B

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Explanations

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1. What is the aim of ground reference maneuvers in flight training?

- A. To enhance knowledge of air traffic regulations
- B. To teach pilots how to maintain control of the aircraft relative to the ground**
- C. To prepare pilots for night flying conditions
- D. To ensure pilots can perform advanced aerobatic maneuvers

The aim of ground reference maneuvers in flight training is to teach pilots how to maintain control of the aircraft relative to the ground. These maneuvers involve using points on the ground as visual references, helping students develop their ability to judge altitude, bank angle, and aircraft performance based on these fixed references. By practicing these maneuvers, pilots learn to coordinate their control inputs while managing the aircraft's position relative to the earth. This is crucial for skills such as straight-and-level flight, turns, and flying a rectangular course, which are foundational for piloting in a variety of conditions. The focus of ground reference maneuvers is primarily on visual flight rules (VFR) flying, where understanding the relationship between the aircraft and the ground is essential for navigation and situational awareness. This knowledge is foundational for all aspects of piloting, making it a critical component of flight training.

2. What are the typical dimensions of Temporary Flight Restrictions (TFRs) around stadiums during qualifying events in the U.S.?

- A. 5NM and 2,500' AGL
- B. 3NM and 3,000' AGL**
- C. 4NM and 2,000' AGL
- D. 2NM and 5,000' AGL

The typical dimensions of Temporary Flight Restrictions (TFRs) around stadiums during qualifying events in the U.S. are established primarily for security and safety reasons, particularly during events that could attract large crowds. A TFR typically extends 3 nautical miles (NM) from the center of the event and reaches up to 3,000 feet above ground level (AGL). This creates a buffer zone to manage airspace effectively, ensuring that aircraft do not inadvertently interfere with the event or pose a safety risk to attendees. Maintaining a TFR of this size allows for a sufficient margin for safety, as it encompasses a significant area surrounding the stadium, and the 3,000-foot altitude provides ample vertical separation to minimize risks with any operations occurring below. Understanding these dimensions is crucial for pilots and flight instructors to ensure compliance with airspace regulations and safety protocols during such high-profile events.

3. What is the recommended structure for the flight portions of an instrument proficiency check (IPC)?

- A. A short IFR cross-country to simulate a normal IFR flight structure**
- B. A long VFR flight to ensure basic navigation skills
- C. A series of simulated emergency procedures
- D. A day flight followed by a night flight to assess different conditions

The recommended structure for the flight portions of an instrument proficiency check (IPC) is to conduct a short IFR cross-country flight. This approach simulates a typical IFR flight scenario, encompassing various necessary skills like navigation, communication, and adherence to IFR procedures. By performing a flight that resembles actual operating conditions, the pilot can demonstrate their ability to manage an IFR flight effectively. This format allows the instructor to evaluate how well the pilot can execute the required tasks in a real-world context, ensuring that they can safely and competently handle typical flight operations under instrument flight rules. Additionally, the short cross-country flight helps to concentrate on essential skills while remaining manageable within the scope of the proficiency check. While the other options focus on valuable skills, they do not align with the standard structure and intent of an IPC, which prioritizes the practical application of IFR skills in a controlled environment similar to that of a standard flight mission.

4. Describe the "Socratic questioning" technique in flight education.

- A. Using lectures to convey information clearly
- B. Promoting critical thinking through guided questions**
- C. Implementing strict rules for student behavior
- D. Limiting student participation in discussions

The "Socratic questioning" technique is an effective method in flight education that emphasizes the promotion of critical thinking through guided questions. This approach involves instructors asking open-ended questions that encourage students to think deeply and analyze their own understanding of the subject matter. By actively engaging students in this way, they are prompted to examine their thoughts, beliefs, and assumptions regarding aviation concepts, allowing them to arrive at conclusions through their reasoning rather than merely accepting information passively. This technique not only fosters a more interactive learning environment but also helps students develop skills that are crucial for aviation, such as problem-solving and decision-making. It encourages them to articulate their reasoning, confront uncertainties, and ultimately learn to think like pilots. In contrast, the other options mentioned focus on approaches that are more traditional or limiting in nature, such as relying solely on lectures or enforcing strict behavioral rules, which do not facilitate the same level of critical engagement or intellectual inquiry.

5. What should advanced clients be taught regarding the center of pressure?

- A. It is always in front of the center of gravity
- B. It shifts back at increased angles of attack
- C. It remains behind the center of gravity at all times**
- D. It does not affect the stability of the aircraft

The concept of the center of pressure is crucial for understanding aircraft stability, particularly in relation to the center of gravity. When discussing the center of pressure, it's important to recognize that it represents the average location where aerodynamic forces act on an airfoil or wing. In the context of advanced clients, the principle that the center of pressure remains behind the center of gravity at all times is key to ensuring stability. When the center of pressure is located behind the center of gravity, any disturbance or pitch moment from the aerodynamic forces will result in a restoring moment that brings the aircraft back to its original attitude. This arrangement is essential for stable flight, as it creates a natural tendency to recover from alterations in pitch. By maintaining this relationship, pilots can harness the inherent stability of their aircraft, which aids in control and overall performance, especially during various phases of flight. In contrast, if the center of pressure were to move ahead of the center of gravity, it could lead to an unstable situation, making the aircraft more difficult to control. Understanding these dynamics helps advanced clients better predict how their aircraft will respond during different maneuvers and environmental conditions.

6. 14 CFR Part ____ covers the issuance of a Remote Pilot certificate with a Small Unmanned Aircraft Systems rating?

- A. 101
- B. 103
- C. 107**
- D. 109

The correct answer is C, as 14 CFR Part 107 specifically addresses the regulations pertaining to the operation of small unmanned aircraft systems (UAS), including the issuance of the Remote Pilot certificate. This part outlines the requirements for obtaining the certification, including knowledge testing, eligibility criteria, and operational limitations for remote pilots flying small drones commercially. In the context of UAS, 14 CFR Part 107 was established to ensure safety and standards within a growing industry, giving clear guidelines for remote pilots to follow. This part is essential for those wishing to operate drones for commercial purposes, ensuring that they understand airspace regulations, operational limitations, and safety protocols necessary for piloting unmanned aircraft systems. The other parts mentioned, such as 101, 103, and 109, do not pertain to the Remote Pilot certificate. Part 101 primarily deals with the operation of model aircraft and does not include the regulatory framework for commercial drone operations; Part 103 addresses ultralight vehicles, which are not applicable to small unmanned aircraft; and Part 109 does not exist in the context of the regulations concerning remote pilots or small UAS. Thus, understanding how Part 107 governs the Remote Pilot certification highlights its importance for those entering the

7. Warning areas, military operations areas (MOAs), alert areas, and controlled firing areas (CFAs) are classified as:

- A. Regulatory airspace
- B. Non-regulatory special use airspace**
- C. Protected airspace
- D. Controlled airspace

The classification of warning areas, military operations areas (MOAs), alert areas, and controlled firing areas (CFAs) as non-regulatory special use airspace is grounded in their specific functions and regulatory guidelines. Non-regulatory special use airspace refers to airspace designated for specific activities and purposes that may restrict or determine the use of that airspace by other aircraft, but it does not have the same regulatory enforcement as controlled airspace. Warning areas are typically established over water and may contain hazardous activities; however, they are not regulatory as they do not prohibit entry but rather warn pilots of potential hazards. Military operations areas are specifically designed for military training exercises, allowing military aircraft to operate without the constraints of general air traffic control; these areas remain non-regulatory in nature. Alert areas are intended to inform pilots of high volumes of pilot training or unusual aircraft operations, which again does not impose regulations on entry. Controlled firing areas involve activities that may be hazardous but are typically coordinated to ensure safety when actual firing operations are underway, avoiding the need for regulatory control since operations cease when aircraft are known to be present. In sum, while these areas implement certain operational restrictions and provide warnings, they fall under the umbrella of non-regulatory special use airspace instead

8. Which checklist aids in recognizing personal fitness for flying?

- A. ABC Checklist
- B. IM SAFE Checklist**
- C. PAVE Checklist
- D. HRN Checklist

The IM SAFE Checklist is specifically designed to help pilots assess their personal fitness for flying by evaluating several critical factors. IM SAFE stands for Illness, Medication, Stress, Alcohol, Fatigue, and Emotions. By going through each element of the checklist, a pilot can determine whether they are in a suitable condition to operate an aircraft safely. For instance, checking for Illness helps recognize any physical ailments that might impair performance, while assessing Medication ensures that no potentially impairing drugs are being taken. Evaluating Stress levels allows for an understanding of mental load, and considering Alcohol and Fatigue addresses issues that can severely affect decision-making and reaction times. Lastly, assessing Emotions helps ensure that a pilot's mental state is stable, preventing factors like anxiety or anger from compromising their ability to fly. The other checklists, while they serve important roles in aviation safety, do not focus solely on personal fitness. The ABC Checklist addresses aircraft operations, the PAVE Checklist deals with risk assessment in flight planning (Pilot, Aircraft, Environment, External pressures), and the HRN Checklist focuses more on human resources and operational standards. Thus, IM SAFE is the most applicable tool for self-assessing personal fitness to fly.

9. Why is understanding "air traffic control procedures" vital for flight instructors?

A. To teach students effective communication with ATC

B. To ensure instructors can bypass ATC instructions

C. To focus exclusively on navigation skills

D. To reduce radio communication during flights

Understanding air traffic control procedures is vital for flight instructors because it equips them to teach students how to effectively communicate with ATC. This communication is crucial for maintaining safety and efficiency in the airspace system. Flight instructors must ensure that students know how to request clearances, report their positions, and respond to instructions from ATC, as these skills are essential for becoming proficient and safe pilots. Effective communication with ATC not only prepares students for real-world flying situations but also instills an understanding of how the air traffic system operates, which is fundamental for navigation and overall situational awareness. Instructors can demonstrate the importance of these procedures and guide students in practicing real-time communication scenarios, enabling them to develop their skills in a controlled environment. The other options do not highlight the primary necessity for instructors to impart knowledge; bypassing ATC instructions goes against the principles of safe flight operation, focusing only on navigation neglects the comprehensive skillset needed for pilot proficiency, and reducing radio communication undermines the importance of clear and continuous dialogue with air traffic controllers for safety and clarity in flight operations.

10. Why is maintaining a safety margin important in aviation?

A. To allow for fuel conservation

B. To provide a buffer for recovery from unanticipated issues

C. To enhance the aircraft's performance

D. To ensure compliance with regulations

Maintaining a safety margin in aviation is crucial because it provides a buffer for recovery from unanticipated issues. The unpredictable nature of flying can lead to situations where pilots may need to react quickly to avoid hazards or manage unexpected circumstances, such as sudden weather changes, equipment malfunctions, or deviations from the planned flight path. By having a safety margin, pilots ensure there is sufficient time, altitude, or other resources available to effectively respond to these challenges. This proactive approach contributes significantly to the overall safety of flight operations by enabling pilots to handle emergencies or unforeseen incidents without compromising control or safety. Considering the other options: while conserving fuel can be important for operational efficiency, it is not directly tied to the fundamental concept of safety margins. Enhancing aircraft performance is also beneficial, but it does not relate directly to the essential need for buffer zones that address risks. Compliance with regulations is necessary for legal operation but does not encompass the protective function of maintaining safety margins during flight.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

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We wish you the very best on your exam journey. You've got this!

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